taken by Government to stop this mismanagement;

(c) whether even the information about reservation position of all the trains to various places is also not available; and

(d) if so, whether the Government will introudce any computerised system in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, PARLIAMENTARY AFFAIRS AND PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) Some instances of blackmarketing of railway passenger tickets by touts and other anti-social elements have come to notice. Rgular and surprise checks are conducted by the Commercial and Vigilance departments with the assistance of Railway Protection Force (RPF)/Government Railway Police (GRP) personnel to check the activities of touts and other anti-social elements in and around the reservation offices. Persons detected indulging in the above activities are dealt with under the provisions of the Railway Act, 1989.

(c) and (d) Arrangements for giving information about reservation of berths/seats on the trains exist. These include display of availability position on boards in the reservation offices, giving information manually and in the newspapers. At major stations, Interactive Voice Response System (IVRS) has also been installed for indicating the reservation position telephonically. In addition, charts are displayed at the platforms for the convenience of passengers. The IVRS facility is also to be extended to other major stations gradually.

Gauge conversion of Gandhidham-Bhuj railway line

2114. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a provision of Rs. 42 crores was made in the railway budget for 1996-97 for the conversion of Gandhidham-Bhuj railway line;

(b) whether the former Railway Minister had promised for the completion of this line by the end of 31st December, 1998; and

(c) if so, the progress made in regard to the conversion of this railway line so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, PARLIAMENTARY AFFAIRS AND PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) No, Sir. An outlay of Rs. 11.00 crores was allotted in 1996-97.

(b) and (c) Yes, Sir. However, there has been some delay due to constraint of resources.

Earthwork and Bridges are in progress and will be completed by March 1999. The work is now planned to be coompleted by Dec. 1999 subject to availability of resources.

Double Decker Coaches on the Major Routes of Indian Railways

2115. SHRI PRAFULL GORADIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have coonsidered for introducing double-decker coaches on the major routes of Indian Railways to meet the ever increasing passenger traffic;

(b) whether double-decker coaches are not considerably cheaper than laying additional lines; and

(c) if so, whether Government will think of taking advantage of the experience of other advanced countries in this area?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, PARLIAMENTARY AFFAIRS AND PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) No, Sir. Double decker coaches have been used in limited numbers on some Railways but due to dust nuisance etc., such coaches have not proved popular.

मध्य प्रदेश में मीटर गेज रेल लाइनों का आमान परिवर्तन

2116. **श्री राधाकिशन मालवीय:**

श्रीमती वीणा वर्मा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) मध्य प्रदेश में उन मीटर गेज रेल लाइनों का ब्यौरा क्या है जिन्हें बड़ी लाइनों में बदला गया और उन पर कुल कितनी धनराशि व्यय की गई; और

(ख) यदि हां, तो क्या यह सच है कि नब्बे के दशक के दौरान छोटी रेल लाइन को बड़ी रेल लाइन में बदलने की योजना को व्यापक रूप से क्रियान्वित किया गया था?

रेल मंत्रालय, संसदीय कार्य मंत्रालय तथा योजना और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) एक विवरण संलग्न है। (नीचे देखिए)

(ख) जी हां। भारतीय रेल ने 1.4.1992 से 7800 किमी मीटर/छोटी लाइनों को बड़ी लाइनों में परिवर्तित कर दिया है।

विवरण

(क) मध्य प्रदेश में कोई मीटर लाइन बड़ी लाइन में परिवर्तित नहीं की गई है। हालांकि परसिया-छिंदवाड़ा छोटी लाइन को 28 करोड़ रु० की लागत से बड़ी लाइन में परिवर्तित किया गया है और 1996-97 में इसे यातायात के लिए खोल दिया गया है।

उपर्युक्त के अलावा, मध्य प्रदेश में निम्नलिखित मीटर/छोटी लाइनों के परिवर्तन का कार्य चल रहा है।

(करोड़ रु० में)

	परियोजना का नाम	लागत	वर्तमान प्रगति
I.	जबलपुर-गोंदिया	386 रु०	इस कार्य के लिए आवश्यक स्वीकृति ले ली गई है। बड़ी लाइन के लिए उपयुक्त परिवर्तन के निर्धारण के लिए अंतिम स्थान निर्धारण सर्वेक्षण कार्य शुरू किया जा चुका है। उन मार्गों पर कार्य शुरू किया जा रहा है जहां संरेखण नहीं बदलेगा।
II.	नीमच-रतलाम	117 रु०	13 पुलों पर उप-संरचना के सुदृढ़ीकरण का कार्य पूरा हो चुका है तथा 5 अन्य पुलों पर कार्य आरंभ हो चुका है। परियोजना पर कार्य इस तरह से शुरू किया जा रहा है कि मीटर लाइन श्रृंखला में कोई बाधा न आए जब तक कि रतलाम-खंडवा-पूर्णा खंड भावी वर्षों में पूरा न हो जाए। इस खंड को 5 वर्ष के भीतर पूरा करने का लक्ष्य निर्धारित किया गया है।
III.	नौनेरा-भिंड	23.14 रु०	यह कार्य गुना और इटावा के बीच नई बड़ी लाइन का भाग है। इस समय भूमि अधिग्रहण का कार्य प्रगति पर है तथा पुलों के लिए निविदाएं मांगी गई हैं। इस खंड को जून 1999 तक पूरा करने का लक्ष्य निर्धारित किया गया है।

Doubling of Kollam-Trivandrum rail line

2117. SHRI J. CHITHARANJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the doubling of the Kollam-Trivandrum line is progressing at a slow pace due to paucity of funds; and

(b) if so, the details of the progress so far made and the funds proposed to be allocated therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, PARLIAMENTARY AFFAIRS AND PLANNING AND PROGRAMME-IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) This work is now progressing well. 7 Km. Trivandrum-Kochuvelli has been completed. 7 Kms. Kochuvelli-Kazakuttam will be ready by Dec. 1998. Additional 20 Kms. covering Kazakuttam-Murukkampuzha (8 Kms.) and Quilon-Mayyanand-Parvur (12 Kms.) will be completed by March 1999. The doublig of the entire section is expected to be completed by Dec. 2000. An amount of Rs. 40.80 crs. have been allocated for this work in the budget 1998-99 to speed up the progress.

B.G. line from Lumding railway junction to Silchar

2118. SHRI PRAKANTA WARISA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had started construction of railway broad gauge line connecting Lumding railway juction to Silchar as recommended and sanctioned by earlier Government;

(b) if so, the budgetary provision of the same and total amount so far involved in works; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, PARLIAMENTARY AFFAIRS AND PLANNING AND